

GUIDE

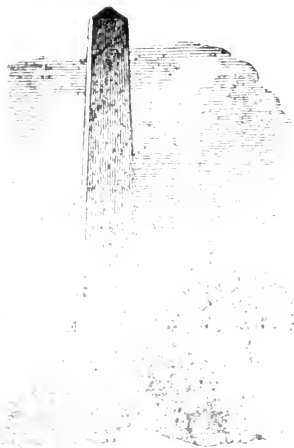
OF VIEWS FROM THE TOP OF

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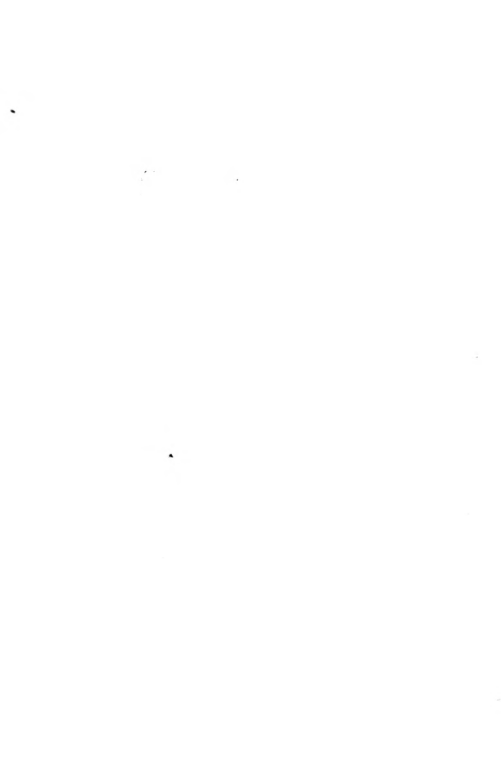
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Bunker Hill Monument

1856.



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THE
STRANGER'S GUIDE:

OR

EXPLANATIONS

OF THE

LOCATIONS, OBJECTS, ETC.

AS SEEN FROM THE

BUNKER HILL MONUMENT.

— O —

CHARLESTOWN:

PRINTED FOR J. B. GOODNOW.



VIEWS.

INTRODUCTION.

In pointing out the different views from the top of this monument, it becomes necessary to adopt a systematic course, in order that the spectator may understand the location of the different objects &c. pointed out in this Guide. For this purpose, you will commence with the window at the head of the stairs, marked overhead

EAST,* which is about Southeast.

From this window can be seen the Navy Yard, which the spectator can easily distinguish by the large ship-houses, timber sheds, &c., within it, and the wall that surrounds it.

On the north side and nearly at the extreme left of the yard, may be seen the Ropewalk, said to be the longest and most perfect in the world. It is 1350 feet in length, and there, is manufactured all the cordage used in the U. S. Navy.

The long buildings are Timber sheds, wherein is stored timber for U. S. vessels. Those three large buildings in front are ship houses: the middle one contains the U. S. ship Virginia, a vessel of the largest size, and of beautiful model. Since broken up.

At the right of the ship houses is seen the high chimney of the foundry and machine shop, its height is 239 feet: beyond is seen the sea-wall, on which is a battery of guns.

Within the sea-wall is an extensive Timber Dock; at the right of this may be seen the Engine-house &

*The corners of the Monument nearly coincide with the point of the compass.

Workshop. Within the building are the Pumps for pumping out the Dry-dock ; these pumps are so capacious, that twelve hogsheads of water are said to be thrown at one stroke ; and the time occupied in pumping out the dock, is about six hours. The Dry Dock can be seen distinctly from this window, and is capable of containing a ship of the largest size, and is constructed entirely of hewn granite. It is 385 feet in length, 100 in width, and 33 in depth. At the right is the long block of Store Houses &c., at the extreme end of which is the Navy Yard gate, or principal entrance. Persons visiting Boston and its environs, will be well repaid by spending an hour or two in the yard. Visitors are freely received every day except on the Sabbath. It is about 1 mile in length and contains some 60 acres. At the battle on this hill, the British troops landed not far from the lower ship-house. As we extend our view across Mystic River, (the body of water on our left,) the first object that meets the eye is East Boston, formerly called Noddle's Island, and more recently Williams' Island.

It is not as it seems to be from the top, a peninsula, but really an island, being navigable for small craft, entirely around it. It contained but one or two houses, until 1832 ; since that time it has attained its present size. This with the other islands in the harbor belong to Ward 1, of the city of Boston. At the left, and nearly over the lower ship-house, in the Navy Yard, may be seen the Machine Shop of the Atlantic Iron Works. At the extreme right of this island, may be seen the landing place of the Cunard line of Steamers ; they may readily be distinguished by their tall red chimneys. At this point, also, is the landing of the East Boston Ferry Boats, and the Depot of the Eastern Railroad.

Over this point can be seen George's Island, (formerly called Conant's) on which is a fortress, called

Fort Warren ; and over the left side of this island, can be seen the Long Island Light House, (upper light ;) and further down the harbor, may be seen the Boston (lower) Lighthouse. This cannot be seen except in clear weather ; its range is a little to the left of the East Boston Sugar House.

Fort Independence, on Castle Island, is the first island that meets the eye, looking down the harbor, between Boston and East Boston. This fort has command of the channel, which passes directly under its guns, and is so narrow that two vessels cannot pass abreast.

On this island is the dungeon in which the celebrated Stephen Burroughs was at one time confined, and escaped by digging out, and knocking down the sentinel placed at the door of his cell.

At the right of this is Thompson's Island, on which is the Farm School. The other most prominent islands in the harbor, are Deer, Spectacle, Rainsford, Moon, Nut, Sheep, Grape, Slate, Pumpkin, Pettick's, Gallop, Lovell's, George's, (fortified) Brewsters, Calf, Apple, the Graves, & Green Islands.

From this window the spectator has a full view of Boston Harbor, one of the best, most commodious, and beautiful in the world. It extends from Nantasket to the city, and spreads from Chelsea and Nantant to Hingham, containing about seventy five square miles, and is bespangled with upwards of one hundred islands and rocks.

These islands are gradually wearing away, and where large herds of cattle and flocks of sheep were pastured some sixty or seventy years ago. "The ocean now rolls its angry billows, and lashes with an overwhelming surge, the last remains of earth."

We will now turn to the window at our right, marked

SOUTH, which is about Southwest.

Before us stands Boston, "the city of notions," "the literary emporium of the western world," and sometimes appropriately called "the metropolis of New England."

It is situated on a peninsula, about three miles in length, and one in breadth. Its surface is quite uneven, and swells into two prominences,—Copp's and Beacon Hills. Its Indian name was *Saawinut*, afterwards called *Tri-Mountain*, from which originates the name *Tremont*. It received its present name in honor of Rev. John Cotton, who was an emigrant from Boston in England; and its name was confirmed by an Act of Court, Sept. the 7th, 1630. O S

It was incorporated a city in 1822. Present population, (1886) about four hundred thousand.

Boston is the second commercial city in the Union, and fifth in population. In 1648, all the inhabitants were accommodated in one church; and now there are nearly one hundred. There are over one hundred and fifty newspapers and magazines printed in the city; contains about one hundred and fifty charitable and literary societies, twelve hundred streets and avenues, and one hundred and sixteen wharves.

The Burial Ground, seen on this side of Boston, and a little at the left is on Copp's Hill, where was stationed the British artillery during the battle.

The tomb of the renowned Increase and Cotton Mather is in this burial ground. The Gas Works may be seen near the end of the first bridge, which is the Charlestown, (or o'd) bridge. It was the first built in this country. Near this bridge is the place where two of the British vessels of war were stationed during the battle on this hill. The next bridge to the right is Warren Bridge, near the terminus of

which is the Fitchburg Railroad Depot. The next bridge is that of the Fitchburg Railroad; the next, of the Boston and Maine Railroad, the next, the Eastern Railroad, then the Boston and Lowell Railroad, and East Cambridge or Cragie's Bridge. The next bridge, and leading from the west part of Boston, is Cambridge Bridge; the next is the Milldam or Western Avenue; and the next two, crossing each other, are the Boston and Albany, and the Boston & Providence Railroads—that turning to the right the former and that to the left, the latter. The State House is the most prominent edifice which the spectator beholds in Boston, its dome being two hundred and thirty feet above the level of the sea, affording a fine view of the city and harbor, and the surrounding country, second to none only from this monument.

South Boston is the first point beyond the city proper. Those white buildings near and upon the first elevation towards the right are the city buildings—House of Correction, Industry, Refuge, Alms, Insane Hospital &c.

Upon the next elevation may be seen the Perkins Institution for the Blind. This elevation is Dorchester Heights, where Gen. Washington stationed his troops immediately preceding the evacuation of Boston by the British. The fortifications may still be seen, a little at the right of the asylum.

We will now return to our starting point, i. e. the extreme point of South Boston, and in that direction in the distance, can be seen Quincy, being distinguished for its extensive quarries of granite. The whole southwest part is one solid mass of granite, rising to the height of six hundred feet above the level of the sea. The Quincy Railroad, running from these quarries, was the first railroad constructed in the United States, being built by the Quincy Railroad Company in 1826. Length, 3 miles; cost \$32,158 95

exclusive of land, wharf, and cars. One of the quarries is called the Willard, or Bunker Hill Quarry, from the circumstance that this monument was built of stone taken from this ledge. This town is noted, also, for being the residence of the late John Adams, and his son, John Quincy Adams, both former Presidents of the United States. The Mansion is situated about half a mile northwest of the village.

To the right of this may be seen what was formerly the town of Dorchester, which was annexed to Boston in 1871, and beyond is Milton, and is about 7 miles from Boston, Indian name, Mattapan.

To the right, in the range of the western part of Boston, is what was formerly Roxbury, and annexed to Boston in 1869. It was incorporated a town in 1630, and a city in 1847. Washington street continues and is compactly built the entire length, being over three miles in length.

Dr. Joseph Warren, Major-General in the armies of the United States, and who was killed in the battle on this hill, was a native of this town.

Extending the eye still to the right, is seen Brookline, one of the most pleasant towns that lie in the vicinity of Boston: although but little of its beauties can be seen from the top, they nevertheless exist; and one would enjoy a ride through and around it, and be delighted by the magnificence and variety of its scenery; it is about five miles from the city, by way of the Western Avenue.

Charlestown, as viewed from the window, presents to the spectator no lofty domes, or splendid edifices, but its general features present an interesting sight to the beholder, and such as needs no comment.

Charlestown was settled in 1628, and incorporated a city in 1847; population in 1872, about 30,000, and annexed to Boston in 1874.

The buildings on the bridge are, the Engine House and Machine Shop of the Boston and Maine Railroad Company. Still further and a little to the right, is the Engine House of the Boston & Lowell Railroad. The scenery from this window is varied and beautiful, and the lovers of the sublime will find a rare feast while gazing from this side. We will now leave this although reluctantly and turn to the next, marked

WEST, which is about Northwest,

And take for the starting point the State Penitentiary, in Charlestown, at the left, readily distinguished by its secure prisons, and high wall that surrounds it, all being built of massive stone. Directly across the water is seen East Cambridge, formerly called Cragie's Point; the bridge connecting it with Charlestown is called the Prison Point Bridge. Extending the eye still further, is seen Cambridge Port, this, with East Cambridge, forms a part of the city of Cambridge. Beyond the Port is Brighton, famous for its weekly cattle fairs. We will now come back to Charlestown, and start off in another direction.

A little to the left, can be seen the Burial Ground in Charlestown; and one of its most prominent features is the "Harvard Monument," erected on the fifth day of September, 1828, by the graduates of the University of Cambridge, in honor of its founder, Rev. John Harvard, who died in Charlestown, September 26, 1628.

Extending the view across the water, is seen the Mc Lean Asylum for the Insane; beyond is Cambridge; this, together with Cambridge Port, and East Cambridge forms the city of Cambridge, incorporated in 1847. In this place is Harvard University, known as Cambridge Colleges. Near this place is Mt. Auburn the great "City of the Dead." This place was

consecrated with great ceremony, Sept. 24th, 1831.

Of all places around Boston this is most worthy of a visit. It is situated about five miles from Boston. Its area is twice as large as that of Boston Common. The first tenant of Mount Auburn was Hannah Adams, who died Dec. 15, 1831, aged seventy-six.

At the right, and beyond Cambridge, can be seen the Observatory easily distinguished by its oval dome.

At the right of Cambridge, and nearly in front of the window is the city of Somerville, formerly part of Charlestown, and directly beyond, is the town of Arlington, formerly West Cambridge, and at the extreme right is Medford. At the right is Mystic River which forms a junction with Charles River, between Boston, East Boston, and the Navy Yard. Near the corner of the monument grounds, at the right, is the Charlestown High School House, dedicated June 17, 1848. The hill beyond is Bunker Hill; this on which this monument stands being Breed's Hill. Orders were given to fortify Bunker Hill, but by mistake,—whether intentional or otherwise, remains unknown, this hill was fortified, and the battle fought thereon.

From this window can be seen Wachusett Mountain, in Massachusetts, and Monadnoc, Kearsarge, and White Mountains in New Hampshire. Monadnock Mountain lies nearly in front of the window, and a little to the left of the road, over the Hill. To the left of this, and nearly over Cambridge, may be seen Wachusett Mountain. At the right of Monadnoc, and to appearance near each other, are Kearsarge, and White Mountains. None of these mountains can be seen, except in clear weather; and the White Mountains only when the atmosphere is remarkably pure, which happens but a few times in the course of the year. This is the highest elevation of land in New England. The bridge seen near the State Prison, and running nearly in the direction of the Insane Hos-

pital is that of the Fitchburg Railroad. That running to the right of the same, is the continuation of the Boston and Maine Railroad. That seen to the extreme right, is Malden Bridge. The scenery from this window is scarcely less beautiful than that from the last, although most of it is of quite a different character. We will now turn to the window, marked

NORTH, which is about Northeast.

The principal views from this window, are Everett, Chelsea, Revere, and Lynn. Malden is the town on the left, and at the extreme right, is Chelsea Bridge, leading from Charlestown to Chelsea.

The large brick building at the left of the bridge is the United States' Marine Hospital, that with the dwelling house and the grounds around, including nearly the whole hill, belong to the United States' Government. Nearly over Chelsea, can be seen Lynn, celebrated for its large manufacture of shoes.

The extreme end of the low point of land, running to the right is Nahant.

We here close our views, but if the spectator wishes to have them before him at any time, just let him purchase the *Stereoscopic Views from the 4 windows*,—for sale below—and his desire is at once fully gratified.

THE BATTLE.

That ever memorable event, which this structure was erected to commemorate, was fought on the 17th of June, 1775: most bloody in its details, most important in its consequences, fought on our own soil, it has consecrated these heights to everlasting fame.

The redoubts and entrenchments, which sheltered the heroes of that bloody day, are nearly level with the

earth; yet, in some places, portions of them are still visible. The forces employed by the British, numbered about four thousand regulars, besides a battery on Copp's Hill, in Boston, and seven vessels of war lying in different directions from the hill. Their loss in killed and wounded was about one thousand one hundred.

The number of American forces was about one thousand eight hundred, and their loss, in killed, wounded, and taken prisoners, was about four hundred and fifty.*

THE MONUMENT.

BUNKER HILL MONUMENT stands in the centre of the ground that was enclosed by the walls of the old redoubt—its sides precisely parallel with those old walls. In 1824, an association called the 'Bunker Hill Monument Association,' was formed for the purpose of erecting a monument on this memorable spot. The corner stone was laid by Gen. LaFayette on the 17th of June, 1825—it being the fiftieth anniversary of the battle. There was a vast assembly present on the occasion, including many patriotic soldiers of the Revolution. An eloquent address was delivered by Hon. Daniel Webster.

The building of the monument was not actually commenced till 1827, when, after relaying the corner stone, it was carried up a short distance, and then discontinued for want of funds. It was finally completed in the summer of 1842—the last stone being placed on the top, at 6 o'clock in the morning, on the 23rd day of July, 1842.

It is built of Quincy granite. The foundation is composed of six courses of stone, and extends twelve

* A concise History of the battle for sale at the Office.

feet below the surface of the ground and base of the shaft. The four sides of the foundation extend about fifty feet horizontally. There are ninety courses of stone in the whole pile, six of them below the surface of the ground and eighty four above. The bottom, or base, of the monument is thirty feet square, at the top, or where the form of the apex begins it is about fifteen feet square. The distance from the bottom to the top is two hundred and twenty-one feet. The stones themselves, measuring two hundred and nineteen feet, and ten inches, and the mortar, in the seams between the stones, making up the balance of two hundred and twenty one feet. Inside the shaft is a round hollow cone, the outside diameter of which, at the bottom, is ten feet, and on the inside at the bottom seven feet. At the top of the cone its outside diameter is six feet three inches ; inside, four feet two inches. The observatory, or chamber, at the top of the monument is seventeen feet in height, and eleven feet in diameter. It has four windows—one on each side. Each window two feet eight inches high, and two feet two inches broad, provided with iron shutters. The walls at the door-way or entrance of the monument, are six feet thick. The ascent to the top is made by a flight of two hundred and ninety-five steps. There are numerous little apertures in the cone and shaft for the purpose of ventilation and light.

The cap-piece, or apex, of the monument is a single stone, three feet six inches in thickness, and four feet square at its base—weighing two and a half tons.

The height of each of the five courses of stone composing the point of the monument, is twenty inches—all the other courses, seventy-eight in number, are two feet eight inches in height.

The monument was designed by Mr. Solomon Willard, of Boston, architect, and built by Mr. James S. Savage, of Boston.

In 1794, King Solomon's Lodge of Freemasons erected a monument to the memory of Warren and his associates, who fell in the battle on Bunker Hill.

This monument stood outside of the redoubt, on the spot where Gen. Warren is supposed to have fallen. It was a handsome structure, composed of a very graceful Tuscan Pillar, about twenty feet high, standing on a pedestal ten or twelve feet high, and surmounted by a golden urn, bearing the inscription, "J. W. aged 35," entwined with masonic emblems.

The south side of the pedestal bore the following inscription :—

ERECTED A. D. 1794,

BY

KING SOLOMON'S LODGE

OF

FREEMASONS,

(CONSTITUTED IN CHARLESTOWN, 1783,)

IN MEMORY OF

MAJOR GENERAL JOSEPH WARREN,

AND HIS ASSOCIATES,

WHO WERE SLAIN ON THIS MEMORABLE SPOT,

JUNE 17, 1775.

None but those who set a just value upon the blessings of
Liberty are worthy to enjoy her.

In vain we toiled ; in vain we fought ; —we
bled in vain, if you, our offspring, want
valor to repel the assaults
of her invaders.

When the present monument was completed, the Masonic Lodge placed a beautiful model of the old monument inside the new one. The model stands directly in front of the entrance.

THE TOP STONE.

The following is an account of the manner in which the top-stone was raised to its place—

“For the purpose of raising the stone to its place, a pair of shears was rigged directly over the monument, one leg on each side, resting upon timbers projecting from four windows. The shears were sloped towards the city. The difficulty of attaching the ropes to the block (as no holes could be drilled into it) was obviated by leaving projections on two sides, like ears, to which the ropes were attached.

It was then raised and deposited in its place, without any trouble or the slightest accident.

The weight of the block is about two tons and a half.

ADMITTANCE FEE.

“Admittance to the Monument, 20 cents.”

All the money received for admittance is expended upon the ground, for keeping in order, beautifying &c.

HEIGHT.

The distance from the bottom to the top is two hundred and twenty one feet, and is ascended by two hundred and ninety five steps.

The following is the inscription upon the two guns
in the top,—the “Hancock” and “Adams.”

SACRED TO LIBERTY.

THIS IS ONE OF THE FOUR CANNONS WHICH CONSTITUTED
THE WHOLE TRAIN OF FIELD ARTILLERY,
POSSESSED BY THE BRITISH COLONIES OF

NORTH AMERICA,

AT THE COMMENCEMENT OF THE

W A R,

ON THE 19TH OF APRIL, 1775,

THIS CANNON,

AND ITS FELLOW,

BELONGING TO A NUMBER OF CITIZENS OF
BOSTON,

WERE USED IN MANY ENGAGEMENTS
DURING THE WAR.

THE OTHER TWO, THE PROPERTY OF THE
GOVERNMENT OF MASSACHUSETTS,
WERE TAKEN BY THE ENEMY.

BY ORDER OF THE UNITED STATES,
IN CONGRESS ASSEMBLED
MAY 19TH, 1788.

These two guns were used many years in the “Ancient and Honorable Artillery,” and by them the Adams was burst in firing a salute.



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